

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " W. A. Valentine.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSIAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

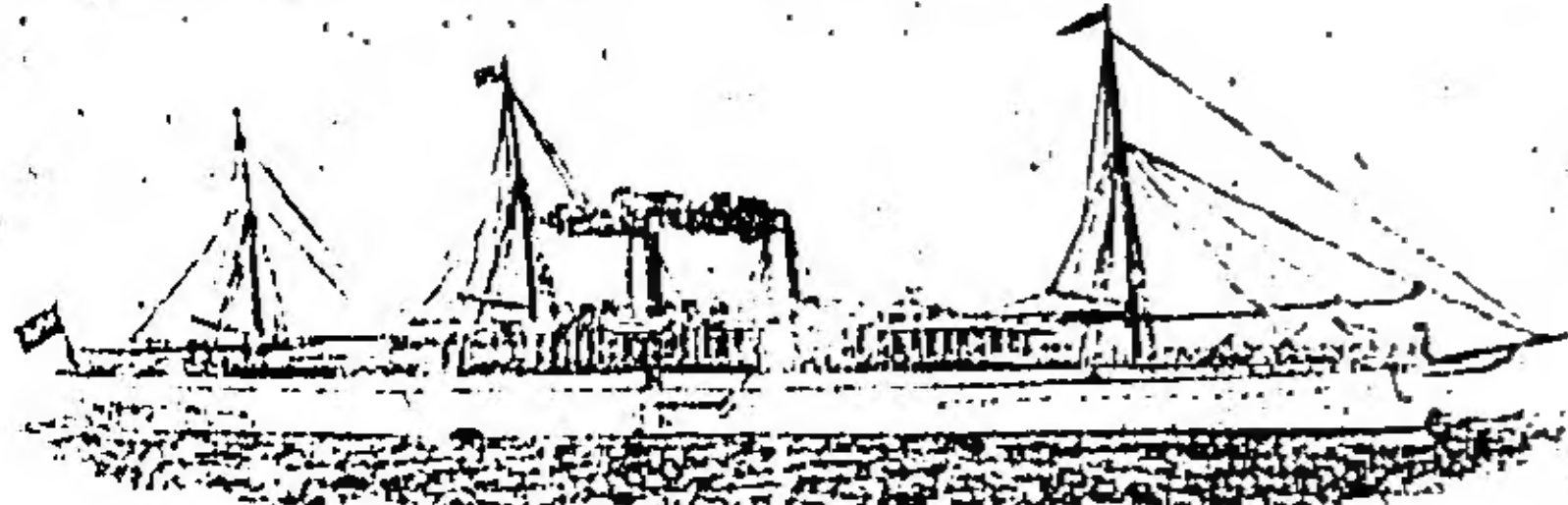
S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,275	WEDNESDAY, May 23	June 16
"EMPERESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPERESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate £40. £42.
 Steamers, and 1st Class Rail £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 2nd May, 1906. Corner Pedder Street and Praya, opposite Blaka Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILVIA *	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th May
JSTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th May
O. FERD. LAEISZ	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd June
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June
ACILIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June
RHENANIA *	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July
VANDALIA	NEW YORK. (Calling at SINGAPORE and PENANG). With liberty to call at the Malabar Coast.	10th May

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 7th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Capt. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	68. 0. 0.	46. 0. 0.	27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.
Return	133. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton (via the same route) the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 18. 10	£18. 10. 0	£14. 0. 0	Return £42. 0. 0	£27. 15. 0
TO BRISBANE	£30. 10. 0	£20. 10. 0	£14. 0. 0	Return £54. 0. 0	£35. 0. 0
TO SYDNEY	£33. 10. 0	£23. 10. 0	£15. 0. 0	Return £59. 10. 0	£41. 10. 0
TO MELBOURNE	£34. 10. 0	£24. 10. 0	£16. 0. 0	Return £62. 0. 0	£41. 5. 0
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 9th May, 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 23rd May.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, or M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th May, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates) and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

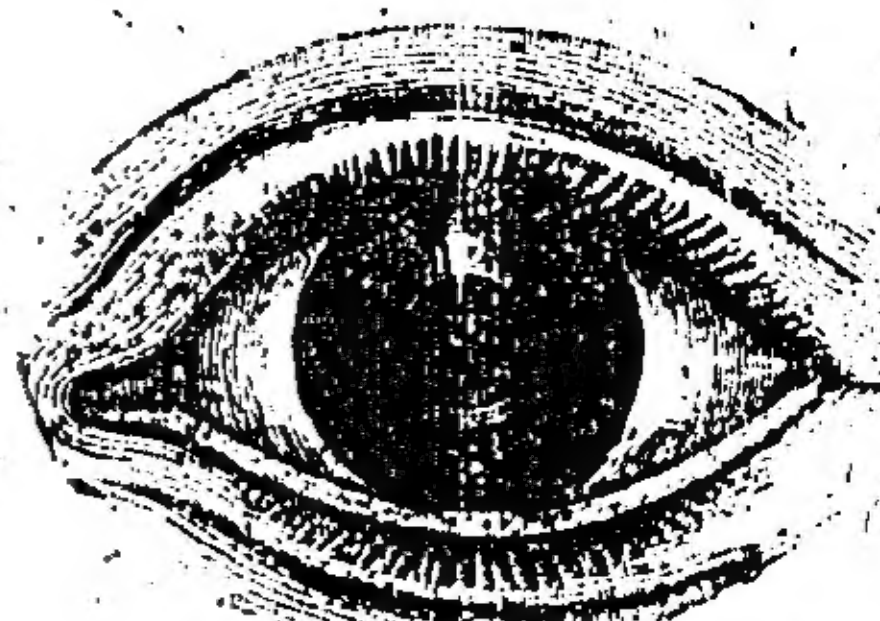
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAU-KONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 14 DAYS. The steamers sail from HONGKONG to SHANGHAI, SHUHSUI, SHUHSUI and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.
 [14]

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

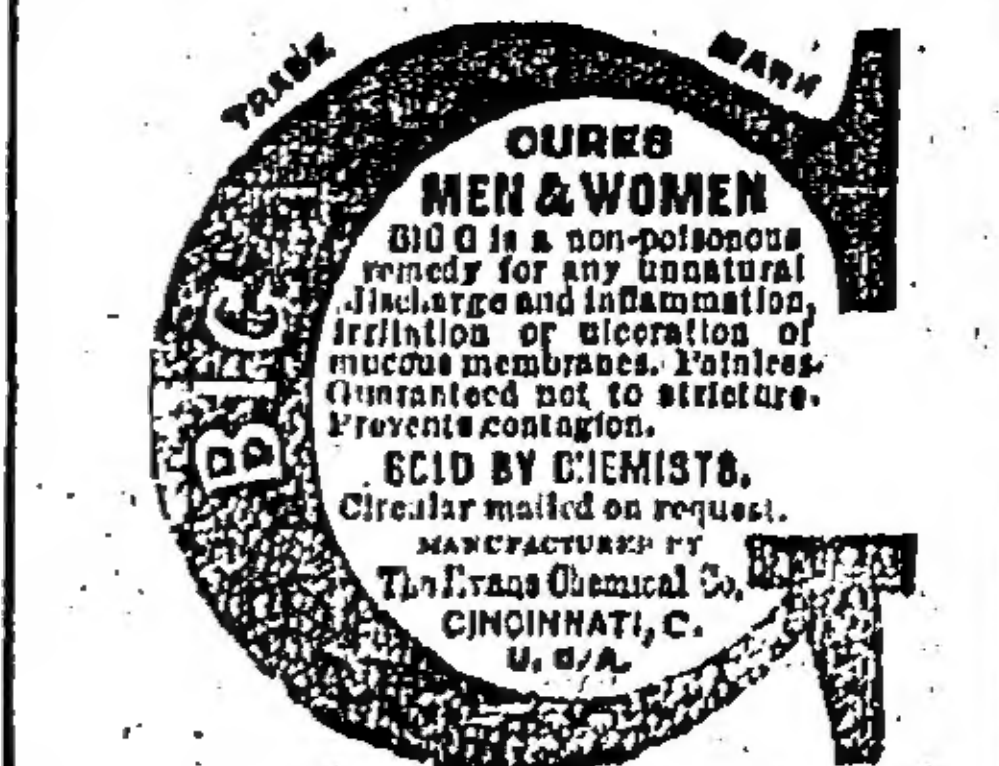
Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 1st May 1906.

[15]

KWONG SANG & Co.,
 No. 70, VILLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentle-men's Shirts made to order.

TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. [180]



TAI KWONG CO.,
 109, Des Vaux Road Central.
 Hongkong, 10th April, 1906. [19]

FOR SALE.

WELSCH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OHM-NEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
 109, Des Vaux Road Central.
 Hongkong, 10th April, 1906. [19]

Intimations.

Powell's

NEW
DRESS
FABRICS
for
SUMMER
GOWNS
are
wonderfully cheap.

MUSLINS—

from 25 cents
per yard.

FRENCH
DELAINES

\$1
per yard.

"TENNESSEE"
COLOURED
DRESS
LINENS

will wash and wear
splendidly,
75 cents per yard.

VOILES,
NAINSOOKS,
ZEPHYRS,
LAWNS,
&c., &c.,
in large variety.

FIRST-CLASS
DRESSMAKING

At
very moderate charges.

Wm. POWELL,
LTD.,

Alexandra Buildings,

HONGKONG.

Hongkong, 5th May 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese

Silk Piece Goods,
Silver Wares,
Rare Embroideries,
Grass Cloths,
&c., &c.,
SUITABLE BOTH FOR
LADIES AND GENTLEMEN.

Ladies' Blouses

Gentlemen's Pyjamas

SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 4th May, 1906. [530]

DOCTOR WANTED.

TO ACT AS SURGEON on an Emigrant
Steamer.

For Particulars, apply to—
LUTHERFIELD & SWIRE.
Hongkong, 1st April, 1906. [488]

WANTED.

A YOUNG CLERK must be a Quick
Writer and Typist.
Apply to—

ROBINSON PIANO CO.

Hongkong, 2nd May, 1906. [527]

THE TRADE MARKS ORDINANCE,
1898.

NOTICE is hereby given that Messrs.
BARRETTO & CO., of Bank Buildings,
Victoria, Hongkong, Merchants, have, on the
12th day of January, 1906, applied for the
Registration in Hongkong in the Register of
Trade Marks of the following Trade Mark:—
A Lion rampant on a shield with a crown
on its crest. On its breast is an oval
shield with Chinese characters "Sam Li
Yong Hong" in the name of BARRETTO &
CO., who claim to be the sole proprietors
thereof.

The Trade Mark is intended to be used by
the Applicants forthwith in respect of the
following goods:—

FLOUR IN CLASS 41.

A facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of
Hongkong.

Dated the 6th day of March, 1906.

F. X. DALMADA E CASTRO,
Solicitor for the Applicants.THE TRADE MARKS ORDINANCE,
1898.

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Victoria, Hongkong, Merchants, have, on the
12th day of January, 1906, applied for the
Registration in Hongkong in the Register of
Trade Marks of the following Trade Mark:—
The distinctive device of a shield with the
characters "Sam Li Yong Hong" in Chinese
printed upon it supported by two Lion
Rampants with a ball of fire above the shield. The
whole device rests on a ribbon. The Trade
Mark is intended to be known as the Double
Lion Brand in the name of BARRETTO &
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The distinctive device of a shield with the
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Rampants with a ball of fire above the shield. The
whole device rests on a ribbon. The Trade
Mark is intended to be known as the Double
Lion Brand in the name of BARRETTO &
CO., who claim to be the sole proprietors
thereof.

The Trade Mark is intended to be used by
the Applicants forthwith in respect of the
following goods:—

FLOUR IN CLASS 44.

A facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of
Hongkong.

Dated the 6th day of March, 1906.

F. X. DALMADA E CASTRO,
Solicitor for the Applicants.THE TRADE MARKS ORDINANCE,
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The distinctive device of a shield with the
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printed upon it supported by two Lion
Rampants with a ball of fire above the shield. The
whole device rests on a ribbon. The Trade
Mark is intended to be known as the Double
Lion Brand in the name of BARRETTO &
CO., who claim to be the sole proprietors
thereof.

The Trade Mark is intended to be used by
the Applicants forthwith in respect of the
following goods:—

FLOUR IN CLASS 45.

A facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of
Hongkong.

Dated the 6th day of March, 1906.

F. X. DALMADA E CASTRO,
Solicitor for the Applicants.

COMMERCIAL.

FREIGHT.

Messrs. Hambro and Ryge write in their
circular of 5th inst. as follows:—There is some
slight change for the better since last reporting
on the 20th ultimo, inasmuch as extensive
floods around Canton have destroyed the rice
crop, the local market for rice is advancing,
and in consequence demand has sprung up for
tonnage Saigon to this resulting in fixer 3
up to 17 cents per point. At the close 17 cents
is offering. Saigon to Philippines, since last
writing two small cargoes have been booked
at 3 and 30 cents. Saigon to Windward Coast,
a boat has obtained port cargo at 50 cents,
with a filling for Hongkong, and in a like
manner another steamer has closed for a part
cargo for Yokohama or Kobe at 15 cents with
a filling for this port. The latter fixture,
as concerns the rate, must be considered ex-
ceptional and due to the small quantity; the
current rate for medium cargoes could hardly
be quoted higher than 17 cents, nominal.

Hongkong has had a further fixture for natives'
account at 28 1/2 cents to this port, including
downward cargo fee, and again several other
outsiders have arranged for berth loading un-
der liners' terms. News has been received
here, however, that cargo some how is not as
plentiful now as of late and is not expected to
be plentiful during next few weeks. It is offi-
cially notified that the Government of Hongkong
plague vessel from Hongkong and China ports
are required to complete 10 days before arrival
at Hongkong.

From Java there is still nothing doing, but
inquiries are looked for before very long.

From the Yangtze ports, a few locally con-
trolled outside boats have secured freights for
this port and Canton on lump sum basis equi-
valent to about 17 1/2 cents, in one instance 19
cents is reported to have been obtained. The
fixing of only one small cargo, the rate for
which has successfully been held at 22 cents,
same as last, but, high produce prices up
North are curtailing operations and Amoy and
Swatow keep out of the market also, as far as
non-liners are concerned.

Japan coal freights have experienced a sharp
rise with \$1.60 paid for Kuchino for this
port and large boats fixed, all for
prompt loading. At the close the demand
seems satisfied. Moreover to this port, a
further steamer has been done at \$2 per ton.
Wakamatsu to Canton has had two fixtures at
12 1/2.

From Pulo Laut to this port \$3.00 per ton
has been paid to fill an urgent requirement for
prompt loading.

Kelantan to Canton, there has been business at
\$2.00, and Tientsin to Canton at about same rate.
Tientsin to Hongkong, nominal about \$1.30,
to Saigon \$1.20. A light draft steamer has
been fixed Hongkong to Singapore, to discharge
at Pulo Laut, at \$2.75.

On monthly terms, no business has been re-
ported locally.

In sail freights there is nothing new to advise.

Saigon disengaged:—American bark
Alta, now repairing.

Departures of sailers:—None.

LUMBAGO LOST.

Once an aching sufferer,
Incapable of work and
hopeless of relief,
Strength and Activity
were restored by
Dr. Williams' Pink Pills.

Mr. William Patterson, who lives at 57, Han-
nah-street, Newcastle-on-Tyne, England, fought
in the Sudan and South African Wars. Re-
turning home he accepted a position at Elswick
 Ordnance Works. He states:—

"One day I caught a severe cold. It seemed
to break me up completely, and from that day
I suffered continually from chills
and fever. I could
not get warm, and
every bone in my
body ached. Ex-
hausting pains shot
across my kidneys
and the
in 11 of my back,
causing many
sleepless nights."

"Becoming al-
armed, I consulted
a medical man, who
pronounced
my case to be
Lumbago. I took
physic, but I did not
feel better—in fact, as
time passed, I grew
worse, and was no
longer capable of
doing work properly."

"All vigour and activity had left me. My
ap petite fell away, and I suffered from acute
indigestion. The pains in my chest and sides
grew more violent, until I was repelled by the
sight of food."

"Just at this time it occurred to me to try
Dr. Williams' Pink Pills. So I began taking
them, and after seven pills I felt the pains
shifting. I got rapidly better, and with one
bottle all pain had disappeared. Then I could
eat without discomfort. I felt bright and
cheerful; new life came to me, and I felt ten
years younger. Dr. Williams' Pink Pills gave
such strength and energy that I followed my
occupation without any fear of breakdown. Now
I am a healthy, vigorous man again, always
ready for a hard day's work."

"When your vital organs become weakened
they can be restored to healthy activity only
by an increased supply of rich, pure blood. Dr.
Williams' Pink Pills for Pale People feed the
starved veins with good, red blood, and fortify
the whole nervous system. These pills have
cured Anemia, Indigestion, Bile, Palpitations,
Influenza, Rheumatism, Lumbago, Sciatica, St.
Vitus' Dance, Paralysis, Locomotor Ataxy,
Adie's Ailments. Ask for the genuine pills,
labelled Dr. Williams' Pink Pills for Pale
People. If in doubt, send 2s. 9d. for one bottle,
or 13s. 9d. for six bottles to: Dr. Williams'
Medicine Co., Holbrook-viaduct, London, [530]



Mr. William Patterson
One of the Sufferers from
Lumbago who has been
restored by Dr. Williams' Pink Pills.

Notices of Firms.

NOTICE.

M^r. P. W. GOLDRING'S connection
with the firm of Messrs. BRUTTON
HETT and GOLDRING having been severed
by mutual consent, the business heretofore
carried on under that name will as from this
date be continued at Nos. 39, 41 and 43, Des
Voeux Road, under the name of Messrs.
BRUTTON & HETT, and Mr. P. W. GOLD-
RING will carry on business under his own
name at No. 10, Queen's Road Central.
Dated May 1st, 1906.

BRUTTON & HETT.
PHILIP W. GOLDRING.

[523]

NOTICE.

THE PHARMACY
(FLETCHER & COMPANY, LIMITED).
NOTICE is hereby given that, from this date,
the Manager of this Company will be
Mr. E. R. K. HUNT, Member of the Pharma-
ceutical Society of Great Britain and Late
Dispenser St. Bartholomew's Hospital, London,
who will personally dispense all prescriptions.
Hongkong, 2nd May, 1906. [524]

NOTICE OF REMOVAL.

MESSRS. WILKS & JACK beg to inform
their Clients that they have definitely
REMOVED their OFFICES to VICTORIA BUILD-
INGS, 5, Queen's Road Central, and their
STORES to KOWLOON, and have no longer
any ELECTRICAL GOODS in BRACONFIELD
ARCADE.
Hongkong, 30th April, 1906. [517]

NOTICE OF REMOVAL.

MESSRS. L. M. ALVARES & Co. have
this day REMOVED their OFFICE to the
Top Floor of No. 3, DES VOEUX ROAD CENTRAL,
above the Office of Messrs. Johnson, Stokes
and Master.
Hongkong, 1st May, 1906. [521]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Miss CALDWELL, to sell by
PUBLIC AUCTION,
ON
FRIDAY AND SATURDAY,
the 11th and 12th May, 1906, commencing each
day at 2 P.M., sharp, within her residence,
Des Voeux Villa, the Peak,
THE WHOLE OF HER
VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Consisting of—
DOUBLE and SINGLE IRON BED-
STEADS with WIRE and RATTAN MAT-
TRESSES, TEAKWOOD WARDROBES
with GLASS, OVERTHEIR, MARBLE-
TOP WASHSTANDS, TEAKWOOD EX-
TENSION DINING TABLES and CHAIRS,
DINNER WAGGONS, E.P. GLASS and
CROCKERY WARE, PICTURES, CAR-
PETS and RUGS, BRASS VASES and
ORNAMENTS, 2 Singer's THREADED
SEWING MACHINES, COOKING STOVE
and UTENSILS, &c., &c., &c.

A large quantity of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th May, 1906. [532]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 14th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,
COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-
tung Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War will be sold, by order of
the Liquidator, Mr. Hereditary Honorary
Citizen Anatoly Charlamyevitch Tet-
lukov of Saigrajevo.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists among others of—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Svein, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Allg. Elec. Comp.).
TRUCKS, &c., &c., &c.

All in all the whole plant is very nearly the
same as the Factory Kjeksdorff, near Malmo
in Sweden.
Specifications of the Machines and acces-
sories as well as any further information may
be obtained from—
SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5,
as well as from the Auctioneers,
Messrs. HUGHES & HOUGH,
Hongkong, 1st May, 1906. [518]

FURNITURE WAREHOUSE.

LI KWONG LOONG & Co.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.
WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. Li
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [526]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [530]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May 1906. [528]

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [529]

CARLTON HOUSE
HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

SPECIALITIES.

For terms, apply to—

THE PROPRIETOR.

Hongkong, 7th May, 1906. [519]

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

N^o. 2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 26th April, 1906. [502]

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th March, 1906. [503]

TO LET.

N^o. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

"EXMOOR," CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK
BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd May, 1906. [72]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE 5s. 6d. per case of 48 bottles (quarts)
or 6 doz. pints.

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905

[56-1A]

BIRTH.

On the 26th April, at Peking, the wife of R. de Luca, of a daughter.

DEATHS.

On the 27th April, at Newchwang, HENRY STEVENS LAWRENCE, aged 64 years.
On the 30th April at Shanghai, CECILIA FRANCES DIERCKX, infant daughter of Mr. and Mrs. C. W. Dierckx, aged 6 months.
On the 3rd May, at Shanghai, ROBERT CECIL DALTON, the beloved infant son of Mr. and Mrs. Robert P. Whitman, aged 15 months.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 7, 1906.

THE CHINA ASSOCIATION.

Events travel so rapidly in the Far East, which is no longer entitled to the epithet of "unchanging," that the proceedings of today are the ancient news of tomorrow. In consequence, the questions which were of absorbing interest the other day wear a somewhat antiquated appearance now, either because they have ceased to interest, having served their purpose, or have lost their original character by force of circumstances. It is not to be wondered at, therefore, that the year book of the China Association recalls matters which had been consigned to the limbo of the forgotten, and resuscitates events which seem to have been long dead and forgotten. The publication of the China Association's doings during 1905 shows that there is a very keen tie between that body and its representatives in the Far East. There were stirring times in 1905, when the war was flickering to a close. The position of the Powers in China was, and still remains, a serious question, particularly the retention of Weihai-wei and this was one of the matters dealt with by the Association last year. Under the treaty it seemed probable that with the evacuation of Port Arthur by the Russians, Great Britain would be compelled to leave Weihai-wei, just as Germany would have to return Kiaochow to the Chinese. That seemed to be the view of the British Government, as indicated by the disbanding of the native troops at Weihai-wei; but other counsels have prevailed and Weihai-wei is still the summer resort of the Fleet in these waters. Then again, in purely Chinese affairs there was a regrettable cessation of operations in connection with the Canton-Hankow railway and an apparent apathy on the part of the Chinese people to deal with the construction of the line. The proposed Kowloon-Canton railway lay in abeyance, and the only works being carried out were in connection with the Ching-Han railway from Hankow to Peking, and the Shanghai-Nanking line. Since the China Association's report was written there has been a marvellous change in the situation. The Chinese are projecting railways all over the country; in Southern China especially a perfect network of lines is proposed to be built; and the people are displaying a real interest in the subject of extending their internal communications. The hon. secretary, Mr. Joseph Welch, remarks that "in a recent communication the Hongkong Branch strongly recommend working 'heart and soul' with the Japanese in the matter of railway construction in China in future—Japan to supply engineers and Great Britain the capital. But such a course seems to be hardly feasible, even if it were desirable, as the lending country would naturally prefer the work being done under the supervision of its own engineers." It might have been added with much force that the cry of "China for the Chinese" is a very real factor in the political and commercial world to-day. The wish to secure shares in the Canton-Hankow railway by all classes of people, from gentry to coolies, will not be readily forgotten, and its importance is highly significant. The combination of merchants at all the treaty ports to boycott American goods, their cohesion and unity, and the ability manifested to form a common standard are matters which must be accepted as portents for the future. Merchants in the Far East, at any rate, realise quite clearly that China will no longer be as capable of exploitation as she has been in the past. Whether China will succeed at present in finding native capital for the numerous undertakings which emulation of Japan has led her to adopt, and ignore offers of foreign assistance, remains for the future to unfold. Reference is made to the coinage question and the general depreciation in the value of the 10-cash coins owing to the fact that the market was flooded with coins by twenty mints at the rate of five million a day. When Sir Ernest Satow approached the Chinese Minister for Finance on the subject he was promptly told that so far from there being a plethora of coins there was, in fact, not enough in circulation to warrant the Government in calling in the old "cash" and the Peking "big cash." There was in reality a tightness in the market owing to the suppression of spurious small cash, put into circulation by unlicensed coiners.

However, Sir James Mackay's treaty with reference to an Imperial coinage, still remains inoperative, and for the present there seems to be very little inclination on the part of the Chinese authorities to deal with the matter. An account of the fracas which occurred at Shanghai, as the result of the Mixed Court squabble, is included in the report, and brief mention is made of the efforts of the Association to induce the Foreign Office to have vessels from His Majesty's fleet to search for and destroy floating mines. As we know, very little has been done by Great Britain to suppress this evil, and even Japan has failed to clear the northern seas of this menace to shipping. In the body of the volume containing the report of the Association's labours on behalf of mercantile and other interests in China long correspondence between the Association and the Foreign Office appears, and from that it is clear that the representatives of China societies and individuals are by no means slow to take action when called upon to do so. The Association is perfectly sound financially, and should have a long career in front of it.

LOCAL AND GENERAL.

THE English Mail of the 7th April was delivered in London on the 4th inst.

THE revenue collected by the Harbour Department from the New Territory, during 1905, was \$18,428.95.

THE fire brigade were called out shortly after twelve o'clock last night to a false alarm of fire which originated at No. 10, Macdonald Road.

THE str. *Loksang* has arrived at Chefoo under her own steam. She has been ordered to Tsingtau, where she will dock and effect repairs sufficient to take her to Shanghai in safety.

THE new tower on Green Island to take the former Cape D'Aguilar Light, is now completed, and the light placed in position, with occulting gear complete. It will be displayed from the 1st day of the new year.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ended the 21st inst. amounted to 8,925.43 tons and the sales during the period to 20,750.30 tons.

CAPTAIN J. H. Brown of the s.s. *Yachow* which arrived in port yesterday afternoon from Shanghai reports passing a quantity of white and green painted wood, evidently cabin fittings, off Single Island on the 4th inst. This is supposed to be some of the ill-fated *Chukong's* wreckage.

THE total revenue collected by the Harbour Department during last year was \$307,567.76, being a decrease of \$33,979 on the previous year, and is made up as follows:—Light dues \$74,233.45, licences and internal revenue \$51,668.45, and fees of Court and office \$109,665.86.

RASNAT Deen, Indian watchman on board s.s. *Tung Chung*, was arrested on Sunday afternoon and placed before Mr. F. A. Hazeland this morning on a charge of trespassing on War Department property, at Wanchai yesterday. He pleaded guilty and his Worship imposed a fine of \$2.

"I ONLY wanted to remain in Hongkong for two days," said Tse Cheung, at the Magistracy this morning. He was charged before Mr. F. A. Hazeland, at the instance of Sergeant Appleton, of Yau-ma-tei Station, with being a rogue and vagabond, and returning from banishment on the 5th instant. Tse, when he made up his mind to visit this Colony again, did not for a minute think that his visit would be so long. His Worship sentenced him to one year's hard labour and six hours' stock.

HARRY Anderson, a Mongkok overseer, was charged this morning at the Police Court, with behaving in a disorderly manner whilst drunk on a private dwelling house on the Praya East on Saturday. Defendant, it was stated, was "under the weather" at the time. He entered a dwelling house and taking up his position on a bed, started waving his walking-stick about, frightening the occupants. Anderson admitted the charge this morning, adding, with great stress, that it was his first offence. Mr. Hazeland fined him \$3.

SHORTLY after six o'clock yesterday afternoon, an accident occurred at West Point, and although the woman injured will be confined to bed for a week or two, she got off lightly for her folly. The old woman, who is between 50 and 60 years of age, and rejoices under the name of Lo Yan, was a passenger in tramcar No. 12. Near the Sailor's Home, and before the motorman had applied his brake to bring the car to a standstill at the corner, the old woman walked out of the car. It is needless to mention what occurred when she touched terra firma, suffice it to say that she had to be removed to hospital with a lacerated face and an injured arm.

A STREET coolie entered an opium divan in Staunton Street last night and informed the proprietor, that he wanted a smoke. He was comfortably installed on a bed and the smoking paraphernalia put at his side. After he had smoked ten cents' worth of opium, he got up and prepared himself to leave. The coolie had only got as far as the door when the proprietor, in clearing away the smoking apparatus from the bed, discovered that the pipe had vanished. The coolie was called back and on being searched the pipe was found "up his sleeve." He was given in charge. This morning, at the Police Court, before Mr. C. A. D. Melbourne, the coolie was sentenced to fourteen days' hard labour.

THE COLLISION CASE.

"BRAND" v. "DAINA KOTOHIRA MARU."

In Admiralty Jurisdiction this morning His Honour Sir Francis Piggott, Chief Justice, delivered the following judgment in this case, which has been already reported in these columns.

Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the *Kotohira Maru* and Mr. M. W. Slade, instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the *Brand*.

THE JUDGMENT.

In giving judgment His Lordship said: This was a case of a collision between the Norwegian s.s. *Brand* and the Japanese s.s. *Daini Kotohira Maru* in the China Sea a little to the east of Pedro Blanco in a dense fog. The Japanese ship admitted blame, but contended that the Norwegian ship was also to blame. There was in the case one issue of fact on which the evidence on the two sides was conflicting, or at least not reconcilable. The *Kotohira Maru* was blowing her whistle apparently with regularity but whether the *Brand* was blowing her whistle in accordance with the regulations was contested. Owing to the view which I take of the facts in which the Assessor concurs the Court is not called upon to express an opinion on this question. I take the following facts as given by the witnesses for the *Brand*. The second mate was most precise. He said he heard the whistle of another vessel which afterwards was ascertained to be the *Kotohira Maru* on the port quarter at 4 a.m.; that he heard it again about every other minute sometimes more sometimes less than two minutes on the port quarter; that by 5 a.m. she was one point before the *Brand's* beam. He then heard it regularly over-taking them; about 5.10 she was three points before the beam; and the last time he heard it she was four points before the beam. This was he said about three or four minutes before the collision. Between 5.10 and the collision he could not remember hearing more than one whistle; a few minutes after hearing the last whistle he saw her two and a half points on the port bow. The inference which he drew from this series of whistles was that the vessel was getting farther and farther ahead on the port side, especially the last ten minutes; he thought that she was going safely on as there was nothing to direct attention to her. The last whistle was a bit louder; he thought he observed it because of this. The position of the vessel given by the mate up to what he calls the last whistle coincides with the master's evidence; he said that he heard a whistle after he stopped for sounding three points forward of the beam; that he then ordered the engines to go slow ahead to let the steamship get more ahead and altered his course one point to the south to clear Pedro Blanco. It seems that he had calculated the speed of the other vessel accurately at eight and a half knots; his own speed when the whistles were first heard was six knots. About three minutes before the collision he heard the whistle four points on the port bow; he heard it a little closer a little louder; he then put the engines at half speed ahead, concluding that she was going farther ahead. There was a little wind from the south and he thought it was wind which had brought the sound, that is, made it sound louder. Later on he said the last louder whistle was a little louder than the others; of the same loudness as when the vessel was passing the *Brand*. In cross-examination he said that when she was coming up there was a risk of her running into the *Brand*; but that the risk ended when she got past the beam; and that he thought she was going right away from him until she was right on him. There was some question as to whether the order "half speed ahead" was in fact obeyed. It is unnecessary, in the view the Court takes of the case, to consider any other fact; the *Kotohira Maru* admits that she was to blame and that she violated article 16 of the regulation by going eight and a half knots in the fog, which was certainly not a moderate speed as required by the article. The question for the Court was, whether the *Brand* was not, on the showing of her own officers, also to blame. The first point to be decided is how in the circumstances detailed the second paragraph of article 16 is to be applied. Putting the whistles on her quarter on one side the *Brand* heard the fog signal of a vessel forward of the beam. This was the position of all the whistles after the *Kotohira Maru* had passed her beam down to and including the last. Until the position of that vessel had been ascertained, it was the duty of the *Brand* to stop her engines; and then, after stopping her engines, to "navigate with caution until danger of collision is over." Was the position of the *Kotohira Maru* ascertained? The learned Counsel for the *Brand* contended that it was, because the whole service of whistles beginning with those on the port quarter showed that the *Kotohira Maru* was on a parallel course, and that as they were heard one, two, three and four points on the *Brand's* bow, he had ascertained her position which was, so the master concluded, right ahead continuing the parallel course on to Hongkong. This ignores the fact that the list was a louder whistle. I think as a matter of construction that article 16 requires that the position of the other vessel should be ascertained at each whistle, and though it is possible that the position may be correctly ascertained to be on a parallel course continued out of hearing by observing a series of regularly increasing and diminishing whistles, directly the sequence of sounds which would result from such a parallel course is interrupted, it is the duty of the vessel hearing them to comply with the requirements of the article again, as if the new sound were a first whistle, i.e., she must stop her engines until the position from which it comes is ascertained, and then navigate with caution until the danger of collision, which had again arisen, is again over. From the point of view of seamanship, the Assessor agrees with this interpretation of Article 16; and, indeed, it would lose its meaning

if it were not so. I then put these questions definitely to the Assessor: (1) Was the master of the *Brand* justified in concluding that the extra loudness of the last whistle was due to the wind or from any other cause so as to justify him in not complying with the article? His answer is, No. It is indeed impossible to imagine any other answer possible, for it cannot be conceived that a master of a ship should make an error of judgment in such an important matter and not take the consequences if a collision ensues, there being no train of circumstances to excuse him. The case of the *Dordogne* would not warrant such a proposition, but practically the opposite. (2) Was it the duty of the *Brand* on hearing this louder whistle to stop her engines? The assessor's answer is, Yes. Ought the master to have assumed from the fact of this louder whistle being heard that there was danger of collision? His answer is, Yes. (3) Was the order "Half speed ahead" consistent with cautious navigation in the circumstances? The answer is, No. (4) Did the *Brand's* engines, in fact, go at half speed ahead or did she continue at her speed of four knots? The evidence is not very satisfactory on this point, but the Assessor is of opinion that the speed was in fact increased, though to what extent the evidence does not enable him to say. The Assessor is of opinion further that in the circumstances the order "half speed ahead" was wrong owing to the density of the fog, irrespective of the last and louder whistle. The defence of the *Brand* is that she was an overtaken vessel; that the *Kotohira Maru* was the overtaking vessel and that as she was passed and clear on the master's assumption the *Brand* was free to alter her course and speed. Assuming Articles 21 and 24 of the regulations to apply, the error of judgment with regard to the last and louder whistle would of itself show that the defence was bad. But and as to this, it is hardly necessary to refer to authorities, the directions of article 16 are to be complied with in a fog; and they cannot be read together with Articles 21 and 24, for these articles imply that the vessels are moving in their ordinary course and are in sight of one another, where Article 16 specifically enjoins stopping and navigating with caution. It was said that the *Kotohira Maru* was in the wrong in suddenly altering her course to the north through an angle of over 90 degrees. She was wrong as to her speed, but why was she wrong in this? The reason given by her master was sufficient: He wanted to anchor in Hong Hai Bay during the dense fog. The navigation of the sea is free; there is nothing to prevent a ship taking this course if she so desires even though she crosses a regular track of steamers so long as she complies with the regulations. In ordinary weather day or night she must obey the rule of the road. In a fog she must comply with the rules. There are no other precautions imposed beyond good seamanship. Putting all questions on one side as to whether the *Brand* was whistling, the *Kotohira Maru* did whistle and the attraction in the sound of her whistle should have been sufficient warning to any ship coming down the regular track. After the circumstances very slightly and this becomes quite clear. Supposing the *Kotohira Maru* had suddenly discovered Pedro Blanco ahead of her she might have altered her course as she in fact did, and what other signal could she have given than that of whistling as she in fact did. The *Kotohira Maru* has admitted herself to blame on account of her excessive speed. The Court is of opinion for the reasons above given that the *Brand* is also to blame. Judgment will therefore be entered in the terms of the *Kotohira Maru's* counter-claim. The Assessor desires me to add on his behalf that the engineer of the *Brand* was greatly in fault for not reporting to the bridge his inability to carry out the order "half speed ahead." He also after he received it as possible. He also wishes to point out the immense importance of all ships being supplied with speed tables corresponding to revolutions. In these remarks I concur.

Mr. Sharp contended, then, that each party should pay his own costs up to the time of the *Brand's* admission, and that the plaintiffs should pay the costs subsequent to that date. It was also contended that each party pay his own costs up to the date of the filing of the answer, and then the *Kotohira Maru* will get her costs; as the latter delayed filing her preliminary act.

His Honour said: Each party will pay his own costs up to and including the 24th April, and that the *Daini Kotohira Maru* is to receive her costs.

SAN FRANCISCO EARTHQUAKE.

TRAFFIC FROM THE ORIENT.

We are informed by Mr. Silverstone, agent in Hongkong for the Pacific Mail Steamship Company, O. & O. Company, and representative also for the Toyo Kisen Kaisha, that he has received information from the San Francisco office that passengers from the Orient desiring to pass through San Francisco en route to eastern points in the United States or to Europe, can, without inconvenience, pass through San Francisco, and that accommodation will be provided on the steamers of these companies until the departure of trains. The terminals and railroad connections have suffered no injury whatever from either earthquake or fire, and Mr. Silverstone states that he is prepared to handle all business, freight and passenger, exactly the same as heretofore.

The s.s. *Mongolia* sailed from San Francisco on the 2nd inst., and the *China* sailed on the 5th inst., with the passenger list and a complete cargo.

ALLEGED THEFT OF EYE-GLASSES.

Edward Cullen Elliott, who had lately severed his connection with Mr. Lazarus, the optician, was arrested on Saturday by virtue of a warrant made out by A. S. Tuxford, the manager, on a charge of stealing, during the month of April, a pair of rimless eyeglasses and leather case, valued at \$5, the property of the firm. Mr. Otto Kook Sing who appeared on behalf of the defendant, entered a plea of "not guilty" and applied for a remand.

Mr. Hazeland—Is the complainant here?

Serjt. Enner—No, your Worship.

Mr. Hazeland—When will he be here?

Serjt. Enner—He is ill in bed with fever, your Worship, and cannot attend to-day.

Mr. Sing—Will you ask your Worship for a week's remand and light bill.

Mr. Hazeland—Very well. How much bail can you put up?

Mr. Sing—About \$50, your Worship.

Mr. Hazeland—The case is remanded until Monday next.

Bail \$50.

ALLEGED MANSLAUGHTER.

Before Mr. F. A. Hazeland, at the Police Court this forenoon, Chan King, a carpenter, was charged with the manslaughter of one Kwun Cheung, No. 33 Queen's Road Central, on 25th April. The prisoner pleaded "not guilty." Serjt. Fenton conducted the case for the police.

After evidence was called, the prisoner was committed for trial.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI CONVICTS' EMEUTE.

TWO MORE PRISONERS DEAD.

EUROPEAN WARDERS PROGRESSING FAVOURABLY.

[From Our Own Correspondent.]

Shanghai, 7th May, 11 a.m.

In addition to those convicts already reported killed in the attempt to escape from gaol, two more prisoners have succumbed to the injuries they received in the fight.

The European patients are all progressing favourably.

[N. C. D. News.]

The Tokio Review.

Tokio, 30th April. Ideal weather prevailed for the unique spectacle to-day and the triumphal review of the troops was an unqualified success. There participated 2,127 officers and 29,079 men, belonging to 109 regiments, and the line of troops extended over ten miles.

H.M. the Emperor and the members of the Royal Household, including Prince Wilhelms of Corea, drove to the review followed by Marshal Marquis Oyama, General Kodama, Chief of Staff, the Governor-General, the army corps commanders, and Col. Hume, British military attaché.

Upon the completion of the march past the Emperor granted a rescript in which His Majesty expressed his gratification at the high morale and good organisation of the troops. Marshal Oyama replied.

After luncheon the troops marched round the Palace Grounds and were dismissed near Hibiya Park.

The balloon corps participated in the review. A street procession was also arranged. Marshal Oyama, in an interview, made a plea for national unity.

General Nogi said the review was not intended as a display merely, but it aimed to testify to the progress of the army and he pledged himself to endeavour to prevent the nation, now that the war is over, losing the warlike spirit.

General Kawamura said that the high morale of the troops was a consequence of the national spirit, which it was most advisable to keep always high.

Tokio, 1st May.

There was an Imperial banquet of *fresco* to-day; over 6,300 persons sat down.

Their Majesties will be present to-morrow at the Requiem Mass for those who fell in the war.

The men-of-war are assembled near Shinjawa to-day.

Foreign Traders in Peking.

Peking, 3rd May.

The Chinese Government has decided strictly to enforce the Treaties with Foreign Powers, and has communicated to the Ministers that foreigners will not hereafter be permitted to establish shops or warehouses in Peking city, other than those already established. There is some apprehension among foreigners in consequence.

DEATH OF MR. JEHENGIR N. KATRAK.

We regret to record the death, which occurred at his residence, 15 Gage Street, last night, of Mr. Jehengir N. Katrak, cotton and yarn broker for the well-known firms of R. L. Woodwala & Co., Abdoolah Ebrahim & Co., and A. M. Essabhy. Mr. Katrak had been in somewhat bad health for some time, mourning the death, which occurred a few months ago, of his father. It was not thought, however, that he was so seriously ill as to alarm his friends, but he had a sudden seizure last night and died at 9 p.m. The late Mr. Katrak came to Hongkong in 1893 as an assistant to Mr. J. Jamasjee, late cotton and yarn broker. Since the latter's death, Mr. Katrak was associated with the three firms mentioned above, in which his uncle was a broker. He was only 34 years of age, and leaves a widowed mother and two sisters to mourn his loss. He was popular among the brokers and members of the Parsee community in Hongkong. The funeral took place this forenoon, the burial being carried out with the full rites of the Parsees. Many friends and relatives attended the body to its last resting place.

SHIPPING AND MAILS.

German (Roos) 9th inst.
Indian (*Lutsang*) 9th inst.
American (*America Maru*) 16th inst.
Canadian (*Empress of China*) 22nd inst.
American (*Mongolia*) 27th inst.

The s.s. *Tydeus* left Singapore on 5th inst., p.m., and should arrive here on 10th inst., a.m.

The s.s. *Hyson* and *Glaucus* left Singapore 5th inst., a.m., and should arrive here on 9th inst., p.m.

The M. M. Co.'s s.s. *Salute*, with the next French Mail, left Singapore to-day at 4 p.m., for this port via Saigon.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 2.30 a.m., on 6th inst.

The Imperial German Mail s.s. *Sachsen* left Shanghai on 5th inst., at 10 a.m., and may be expected here on 7th inst., at 7 p.m.

The N. V. K. European Line s.s. *Awa Maru* left Kobe via Moji and Shanghai for this port on 5th inst., and is expected here on 14th inst.

The C. P. R. Co.'s s.s. *Montana* arrived at Shanghai at 10.30 a.m., on 5th inst., and left again at 7 p.m., same day, for Nagasaki, where she was due to arrive at 7 a.m., on 7th inst.

The Imperial German Mail s.s. *Roon* carrying the German Mails with dates from Berlin of the 10th inst., left Singapore on 4th inst., at 6 p.m., and may be expected here on 9th inst., at 6 a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

UNHAPPY FRISCO.

AGAIN VISITED BY EARTHQUAKE.

SEVERE SHOCK FELT ON SATURDAY.

[From Our Own Correspondent.]

Shanghai, 7th May, 11 a.m.

San Francisco has again been visited by earthquake.

A very severe shock passed over the city on Saturday, causing fear and consternation among those occupied in clearing away the debris of wrecked buildings.

Earth tremors continue to be felt. [A New York dispatch of May 3 says:— Dispatches from San Francisco state that the city has decided to accept the donation of \$100,000 made by the Emperor of Japan for the benefit of Japanese sufferers from the fire there, of whom there are a large number. While this donation will be applied to this specific purpose, no distinction of race is being made in the distribution of the general relief.—Ed., H. K. T.]

[Reuter's.]

The Education Bill.

LONDON, 4th May.

The Opposition will meet the second reading of the Education Bill with a direct negative.

The Income Tax.

A select committee has been appointed to consider a graduation of the income tax.

The Resignation of Count Witte. Count Witte retires to a private life.

The Turco-Egyptian Boundary Question.

The Standard states, Count Metternich has informed Sir Edward Grey, that the Sultan cannot rely on the support of Germany, in the event of a quarrel with Great Britain.

5th May.

Great Britain has presented a note to Turkey, which is virtually an ultimatum, demanding the withdrawal of Turkish troops from Egyptian territory.

Telegrams from Cairo confirm the removal of the boundary pillars at Elarik, and state that a Turkish detachment occupies Egyptian territory.

Their attitude is menacing.

Later.

The ultimatum to Turkey expires in ten days.

Admirals Beesford, Lambton and Bridgeman have arrived simultaneously at Malta.

Four cruisers and a flotilla of destroyers are proceeding from Malta to the Piræus.

The King in Paris.

President Fallières has given a banquet to the King at the Elysee, at which the most cordial toasts were exchanged.

Chinese in the Transvaal.

A proclamation has been issued informing Chinese in the Transvaal, that they will be aided financially, under certain conditions, if they are desirous of returning to China.

The proclamation has been published in the Rand.

The One Thousand Guineas.

5th May.

1.—Pair.
2.—Lischna.
3.—Paid-up.

The Duty on Tea.

The Chancellor of the Exchequer has given instructions to the Collector of Customs, which will rectify losses through the change of date of the duty on tea.

The United States.

President Roosevelt, in a message to Congress, says, that investigation has shown the Standard Oil Co. benefited enormously by the secret unlawful methods of the Sugar Trust; and that other great corporations are guilty of the same practices.

Prosecutions are being considered, but he urges Congress to strengthen the powers of inter-State commerce by a commission.

COLLISION IN THE WEST RIVER.

"HOI CHENG"—"HUN LEE."

On the 4th inst., a collision occurred between the *Craig* and *Off Islands*, in the West River, which resulted in serious damage to the *Hoi Cheng*, and minor damage to the *Hun Lee*. The *Hoi Cheng* had her stem smashed, besides sustaining other damages, though she was able to get in to Hongkong, and is now in the Kowloon Dock Company's hands for overhaul and repairs. The *Hun Lee* escaped with damage, chiefly to her superstructure and it was not considered necessary to dock her. How the collision occurred could not be ascertained, as both sides, in view of possible admittance proceedings hereafter, are naturally reticent on the subject. It is not yet known whether it will be considered necessary to hold a preliminary Court of Inquiry into the cause of the collision.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 7th at 12.5 p.m. the barometer has risen over the E. coast of China, and fallen on the N.E. coast.

The depression is in the Yellow Sea moving towards NE.

Moderate N.E. winds are indicated in the Formosa Channel and moderate S.E. and E. winds over the N. part of the China Sea.

Forecast:—E. winds, light to moderate; showery.

TELEGRAM.

SHANGHAI JOCKEY CLUB.

OPENING OF SPRING MEETING.

FIRST DAY'S RESULTS.

The spring meeting held under the auspices of the Shanghai Jockey Club opened to-day and will extend over three days. The following are the results to hand, for which we are indebted to the clerk of the course, Mr. T. F. Hough:

THE SUBSCRIPTION GRIFPIN PLATE. Three-Quarter of a Mile. Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Grifpins of this Meeting. Weight for inches as per scale. Entrance, Tls. 5.

Fourmerkland (Johnstone) 1
Dis Donic (Haves) 2
Bedouin Chief (Moller) 3

Time: 1 m. 35 sec.

THE CRITERION STAKES. One Mile. Value, Tls. 400. Second Pony, Tls. 100. If five or more starters, Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.

Celtic (Cumming) 1
Brown Berry (Burkitt) 2
Unblink (Criffon) 3

Time: 1 m. 35 sec.

THE GRIFPIN PLATE. Three-Quarter of a mile. Value, Tls. 400. Second Pony, Tls. 100. Third Pony, Tls. 50. For China Ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5.

Radion (Burkitt) 1
Willie Work (Schon) 2
Tipat (Zinn) 3

Time: 1 m. 35 sec.

CANTON-HANKOW RAILWAY.

CONTEST FOR SUPREME POWER.

[From Our Correspondent.]

Canton, 5th May.

The shares issued for the construction of the Canton-Hankow railway have been largely over-subscribed.

The hospitals, guilds, gentry and all those who have contributed to the share-list are splitting up into sections and fighting for the right to nominate and elect the general manager of the line.

The Chinese in Hongkong appear to be standing alone in this conflict for authority and power, taking neither one side nor another. It is all very interesting, and it will be well to watch the outcome of the controversy.

Many are of opinion that it would certainly be wrong to hand over the power of electing the general manager to the hospitals and guilds.

MYSTERIOUS MURDER AT WANCHAI.

BODY FOUND IN EMPTY HOUSE.

Apparently this is the month for outrages, for up to the present no less than four murders have been committed in Hongkong during May, and yet another comes from the eastern end of the City. Some days ago, a report was made to the police that a hawker, who sells cloth at Wanchai, had been missing for a few days.

The description of the man was taken and information telephoned to the different stations. Two days passed and nothing further was heard of the missing hawker, although a strict watch was kept by the police. On Saturday morning last, at about 5 o'clock, Inspector Fincher, of the Sanitary Department, entered No. 2 Police Station and reported to the officer in charge that whilst on duty in Nallah Lane he was called in by some coolies to remove a dead body. The sanitary inspector entered the house, No. 93, which is unoccupied, with his informers, and in the middle of the floor there was a dead body, the floor being covered with blood. He left the house without touching the body, suspecting that this was a case of foul play, and reported the matter in the proper channel. Inspector Gourlay, accompanied Inspector Fincher, went back to the house in question, and examined the corpse. There were three nasty gashes on the side of the face and a number on his arms. Beside the pool of blood and close by the dead man's side lay an axe, besmeared with blood. An ambulance was summoned and the body removed to the Morgue. There the body was further examined, and it was ascertained that the man had been dead for about thirty hours, and the body was slightly decomposed. The people who made the report of the missing hawker were summoned to the morgue and identified the dead man; they gave as Wong Chong, residing at No. 40, Peel Street. The owner of the house, where the murder was committed, was interviewed by the police, as to who were the occupants. She stated that some days ago, two men, who looked like carpenters, went to her to take the house. The price was mutually arranged and they informed the landlady that it was their intention of erecting some cubicles in the house. She heard nothing more about the men. The locality in which the murder was committed is so situated that a brutal act might be perpetrated without anybody's knowledge. It is surmised that the murder of the cloth hawker was premeditated, and the house was engaged solely for that purpose. A "bait" was put at the entrance of the Lane, and when the deceased hawker was passing, he was called and informed that the tenants of house No. 90 wanted to buy some clothes. Unsuspecting the hawker ascended the steps, with his load on his shoulder, knocked at the door and was admitted. The carpenters must have attacked the deceased with their carpentering tools on admitting him, for they got away with the deceased man's load of cloth, valued at \$30, and on finding the body, it was seen that his pockets had been rifled, and \$10 in small change stolen. After they had performed their dastardly deed, they vanished. The occupants of the flat below said, on being questioned by the police, that they heard no noise when the murder was said to have been committed nor did they see any cloth hawker enter the house. What they did know, however, was that during the last two days, they did not hear any hammering, as they had done on the previous day. There can be no hesitation in saying that, in all probability, the murderers are out of the Colony, but the police are making stringent inquiries, and it is to be hoped they will be successful in bringing the murderers to book.

A Peking dispatch states that H.E. Viceroy Tse Chih-hsun, who has strenuously opposed the building of the Kowloon-Canton Railway by British capitalists alone, demanding that the line should be constructed jointly by British and Chinese, has been informed by the Waiwup that his object has been accomplished and that that Board has signed an agreement to that effect with the British Minister in Peking.

ALLEGED MURDER AT MOANG-KOK.

Fung Kai Sing and Chung Shui, coal coolies, on board coal junk No. 941, were charged before Mr. C. A. D. Melbourne, at the Police Court this afternoon, with the murder of one Mak Kwai, on board the junk in Yaumati Bay, on the afternoon of the 4th instant. Inspector Macdonald prosecuted on behalf of the police; the prisoners were undefended.

Dr. H. Macfarlane, officer in charge of the Kowloon Morgue, said that on 5th May he held a post mortem examination on the body of Mak Kwai. In his opinion deceased's death was due to hemorrhage following the rupture of an enlarged spleen. There were no external wounds on the body. A kick, a blow, or a fall would cause the spleen to rupture.

Mak Sang, a brother of the deceased, and a cook on board the coal junk, stated that he was a scaman on the junk. On the 4th instant, after 1 p.m., deceased was adjusting the gang-way of the junk. On the 4th instant of the junk there was an old coal basket, which was placed there by the first defendant. The deceased picked up the basket, which was in his way, to put it aside, and the wind blew it overboard. Witness did not see his brother throw the basket overboard. The first defendant, who was in the coal bunk, accused deceased of throwing his basket away. When he said this, defendant had already joined deceased on the 4th instant, and he was followed by the second defendant. After a few words had passed, the first defendant struck the deceased, and the second defendant joined in. They struck deceased on the sides and on the stomach. They thrashed the deceased for about five minutes and they were separated by two men. After this the defendants returned to work, and the deceased got up and went to his cabin. After deceased was seated for about two minutes, he cried that he was in pain and commenced vomiting. From the time after the assault, until the time deceased said he felt sick, all took three minutes. Five minutes later the deceased became unconscious and died. The police were called and prisoners taken in charge, and the body removed.

Other witnesses were called and the case adjourned.

THE GREAT THURSTON AND HIS MARVELS.

"Don't take it simply from me or from my advertisements, but come and judge for yourselves, and then tell the truth about what you see, as it strikes you." Thus spake Mr. Howard Thurston to a representative of the *Hongkong Telegraph* Saturday, and we went, and were convinced that this marvellous magician does not claim to be or to do anything more than he is entitled to claim, for he will prove his words to his audience. It may truly be said of his opening performance on Saturday night, that it was one of magic, mirth and mystery, while "amazement" very aptly describes the sensation experienced by the audience at the truly wonderful illusions he shows them. The first part commenced with some of the sligher tricks of legerdemain, card-floating, the flight of pigeons, an obedient clock, which stops at the word of command from anyone in the auditorium, at any hour chosen, extracting innumerable eggs from a borrowed hat, etc., etc. Expectation then becomes keen when the attendants carry on to the stage a crystal tank, which, after placing it on a stand, they proceed to fill up with warm water, while Thurston walks round it to show its transparency. As soon as this receptacle is filled to the brim a light cloth is thrown over the tank, and on its being immediately withdrawn a girl is seen lying full length in the water. She rises slowly, and is assisted out and down, and then, to everybody's wonder, the feat is repeated, and a second young mermaid makes her appearance. While the stage is being cleared and prepared for the further magical wonders, the mirth of the evening is supplied by some most amusing and well-got-up cinematograph pictures, which keep the house in convulsions. The Chinese magic, performed in true Chinese style, with all necessary local colour in costumes, stage-appointments, and environments, is marvellous, and performed with much marvellous facility. Miss Maude Amber delighted her hearers with her comic song, "I've got my fingers crossed, so you can't touch me," and had to repeat it before she was permitted to retire. Part third, when the curtain rose after a brief interval, was a revelation in stage arrangement, with its Oriental gorgeousness of drapery and furnishings, and with Thurston in the centre in the costume of a magician to match his surroundings. Several "disappearing" illusions were then presented, the most startling being that of a young lady from a cabinet, she being discovered inside the fourth of a series of boxes fitting one into the other, the whole being enclosed in a locked box which was suspended from the roof, where it had hung all the evening. The "inexhaustible coconuts," though not altogether a new trick, was remarkably well done, for one could not but wonder where all the "milk" came from. A number of tricks "in higher vein," such as floating balloons, productions of ducks, eggs, and even a sucking-pig, (which she did it resolutely), and a treatment in which she was subjected to being hoisted off the stage, squealing lustily from impossible places, led up to the final illusion of the evening, "Amazement"—and that is exactly what it caused, for what else can one feel when one sees a young lady calmly floating in the air, without any visible support, and rising and falling at the will of the magician? This startling programme is to be repeated a few nights more and then there will be some changes in the items, and any one who loses the opportunity of witnessing the most marvellous performance ever produced in the Colony, will surely regret it when he clearly understands what he has missed, for it is worth going to see, however far one has to travel, for the fare provided more than repays one for the trouble of going a long way.

The stage arrangements are excellent and the appointments in capital taste.

Altogether the Great Thurston provides a most delightful three hours of magic, mirth and mystery. On Saturday night the Theatre Royal was packed to overflowing, a record for Hongkong, and we understand that Thurston and his staff were well pleased with their reception, and hope such generous patronage will continue, as it doubtless will.

A Peking dispatch states that H.E. Viceroy Tse Chih-hsun, who has strenuously opposed the building of the Kowloon-Canton Railway by British capitalists alone, demanding that the line should be constructed jointly by British and Chinese, has been informed by the Waiwup that his object has been accomplished and that that Board has signed an agreement to that effect with the British Minister in Peking.

ST. GEORGE'S CLUB SMOKING CONCERT.

That the first smoker, at the new St. George's Club, should have proved such a pronounced success, was in a great measure due to the able and energetic Entertainment Committee, who did their utmost to cultivate that true Bohemian spirit, amongst the members and guests, which should at all times characterize these gatherings. The lengthy and most enjoyable programme, proved that the Club is also to be congratulated on having a galaxy of talent of no mean order, at their disposal, including these two popular comedians, Messrs. Walston and G. W. Burnett, both being in great demand on Saturday night. During the evening Mr. F. C. Barlow played two delightful violin solos from Hans Gitta "Concertino" and Mr. F. Chapple's singing of "The Bandolero" was a very creditable performance, also Mr. G. R. Edwards in the tuneless refrain "My Irish Molly" was heartily applauded. The other artists appearing were Messrs. P. W. Goldring, Q. C. Doss, E. Hayward Jordan, W. W. Jellings, I. I. Inokay and Percy Browner. The genial Mr. A. C. Robinson made an excellent chairman.

THE CORINTHIAN YACHT CLUB.

YESTERDAY'S RACES.

Despite the evil condition of the weather prevailing yesterday, the members of the Corinthian Yacht Club had the temerity to sail the race we announced to take place in our Saturday's issue, as well as a sweepstake race, along the usual course. There was a fair wind, but considerable rain, with a very choppy sea, but those facts notwithstanding, the yachtsmen managed to finish the races within the time limit, with the following results:—

THE 12TH CHAMPIONSHIP HEAT.

Amirica (Summers) 1
Hibernia (Gibson) 2
Gael (Witchell, for McIver) 3
Thetis (Withers) 4

SWEETSTAKE RACE.

Chanticleer (McConquodale) 1
Annie (Kyuach) 2
Lis (Melvin) 3
May (Pepper) 4
Dart (Gay) 5

ST. GEORGE'S CLUB SMOKING CONCERT.

That the first smoker, at the new St. George's Club, should have proved such a pronounced success, was in a great measure due to the able and energetic Entertainment Committee, who did their utmost to cultivate that true Bohemian spirit, amongst the members and guests, which should at all times characterize these gatherings. The lengthy and most enjoyable programme, proved that the Club is also to be congratulated on having a galaxy of talent of no mean order, at their disposal, including these two popular comedians, Messrs. Walston and G. W. Burnett, both being in great demand on Saturday night. During the evening Mr. F. C. Barlow played two delightful violin solos from Hans Gitta "Concertino" and Mr. F. Chapple's singing of "The Bandolero" was a very creditable performance, also Mr. G. R. Edwards in the tuneless refrain "My Irish Molly" was heartily applauded. The other artists appearing were Messrs. P. W. Goldring, Q. C. Doss, E. Hayward Jordan, W. W. Jellings, I. I. Inokay and Percy Browner. The genial Mr. A. C. Robinson made an excellent chairman.

THE CORINTHIAN YACHT CLUB.

YESTERDAY'S RACES.

Despite the evil condition of the weather prevailing yesterday, the members of the Corinthian Yacht Club had the temerity to sail the race we announced to take place in our Saturday's issue, as well as a sweepstake race, along the usual course. There was a fair wind, but considerable rain, with a very choppy sea, but those facts notwithstanding, the yachtsmen managed to finish the races within the time limit, with the following results:—

THE 12TH CHAMPIONSHIP HEAT.

Amirica (Summers) 1
Hibernia (Gibson) 2
Gael (Witchell, for McIver) 3
Thetis (Withers) 4

SWEETSTAKE RACE.

Chanticleer (McConquodale) 1
Annie (Kyuach) 2
Lis (Melvin) 3
May (Pepper) 4
Dart (Gay) 5

THE GREAT THURSTON AND HIS MARVELS.

"Don't take it simply from me or from my advertisements, but come and judge for yourselves, and then tell the truth about what you see, as it strikes you." Thus spake Mr. Howard Thurston to a representative of the *Hongkong Telegraph* Saturday, and we went, and were convinced that this marvellous magician does not claim to be or to do anything more than he is entitled to claim, for he will prove his words to his audience. It may truly be said of his opening performance on Saturday night, that it was one of magic, mirth and mystery, while "amazement" very aptly describes the sensation experienced by the audience at the truly wonderful illusions he shows them. The first part commenced with some of the sligher tricks of legerdemain, card-floating, the flight of pigeons, an obedient clock, which stops at the word of command from anyone in the auditorium, at any hour chosen, extracting innumerable eggs from a borrowed hat, etc., etc. Expectation then becomes keen when the attendants carry on to the stage a crystal tank, which, after placing it on a stand, they proceed to fill up with warm water, while Thurston walks round it to show its transparency. As soon as this receptacle is filled to the brim a light cloth is thrown over the tank, and on its being immediately withdrawn a girl is seen lying full length in the water. She rises slowly, and is assisted out and down, and then, to everybody's wonder, the feat is repeated, and a second young mermaid makes her appearance. While the stage is being cleared and prepared for the further magical wonders, the mirth of the evening is supplied by some most amusing and well-got-up cinematograph pictures, which keep the house in convulsions. The Chinese magic, performed in true Chinese style, with all necessary local colour in costumes, stage-appointments, and environments, is marvellous, and performed with much marvellous facility. Miss Maude Amber delighted her hearers with her comic song, "I've got my fingers crossed, so you can't touch me," and had to repeat it before she was permitted to retire. Part third, when the curtain rose after a brief interval, was a revelation in stage arrangement, with its Oriental gorgeousness of drapery and furnishings, and with Thurston in the centre in the costume of a magician to match his surroundings. Several "disappearing" illusions were then presented, the most startling being that of a young lady from a cabinet, she being discovered inside the fourth of a series of boxes fitting one into the other, the whole being enclosed in a locked box which was suspended from the roof, where it had hung all the evening. The "inexhaustible coconuts," though not altogether a new trick, was remarkably well done, for one could not but wonder where all the "milk" came from. A number of tricks "in higher vein," such as floating balloons, productions of ducks, eggs, and even a sucking-pig, (which she did it resolutely), and a treatment in which she was subjected to being hoisted off the stage, squealing lustily from impossible places, led up to the final illusion of the evening, "Amazement"—and that is exactly what it caused, for what else can one feel when one sees a young lady calmly floating in the air, without any visible support, and rising and falling at the will of the magician? This startling programme is to be repeated a few nights more and then there will be some changes in the items, and any one who loses the opportunity of witnessing the most marvellous performance ever produced in the Colony, will surely regret it when he clearly understands what he has missed, for it is worth going to see, however far one has to travel, for the fare provided more than repays one for the trouble of going a long way.

The stage arrangements are excellent and the appointments in capital taste.

Altogether the Great Thurston provides a most delightful three hours of magic, mirth and mystery. On Saturday night the Theatre Royal was packed to overflowing, a record for Hongkong, and we understand that Thurston and his staff were well pleased with their reception, and hope such generous patronage will continue, as it doubtless will.

A Peking dispatch states that H.E. Viceroy Tse Chih-hsun, who has strenuously opposed the building of the Kowloon-Canton Railway by British capitalists alone, demanding that the line should be constructed jointly by British and Chinese, has been informed by the Waiwup that his object has been accomplished and that that Board has signed an agreement to that effect with the British Minister in Peking.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE"

Captain Aillard, will be despatched as above, on or about MONDAY, the 14th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th May, 1906. [11]

THEATRE ROYAL.

CITY HALL.

TO-NIGHT.

GREATEST SUCCESS THAT HAS EVER VISITED HONGKONG.

HUNDREDS TURNED AWAY.

THE GREAT THURSTON.

WORLD'S MASTER MAGICIAN.

SPECIAL MATINEE, SATURDAY, MAY 12th.

SPECIAL TRAMS

WILL BE RUN TO THE PEAK AFTER THE PERFORMANCE.

WINFIELD BLAKE AND MISS MAUD AMBER.

THE POPULAR COMIC OPERA STARS.

Booking for Reserved Seats, Dress Circle and Stalls at ROBINSON'S PIANO CO.

H. P. LYONS, Touring Manager.

ALLEGED EMBEZZLEMENT.

"DIDN'T THINK IT WAS WRONG."

Heinrich Freuden Hammer, a German subject, was arrested at the Sailors' Home, Arsenal Street, at about 10.30 a.m., by Detective Wait, on a warrant charging him with embezzlement, alleged to have been committed at Tang Tse, Tsinanfu, some time ago.

He was placed before Mr. C. A. D. Melbourne, at the Police Court to-day, on a charge of embezzlement. Dr. F. Kruger, German Consul, occupied a seat beside the Magistrate. On being asked to plead, defendant said that the firm refused to pay him, so he collected the money and paid himself. He did not think he was doing anything wrong. The case was remanded until Wednesday next, bail to be arranged with the German Consul.

CANTON WEATHER.

RAILWAY SERVICE DISORGANISED.

[From a Correspondent.]

Canton, 5th May.

We saw the sun to-day for the fifth time during the past two months. Rain has been pouring in torrents in Fatsien with the result that the Sam Shui river rose eight feet above the high-water mark. The railroad service to Canton was suspended, part of the line having been washed away by the floods. At one place, the rails were hanging from the embankment to the other without any support between. The service was resumed on the 3rd inst., but only as far as Fatsien. Much will have to be done in the way of repairs before the Samsui section can be opened up again.

SILK AND FRUIT CROPS DESTROYED.

The first crop of silk has been lost to the cultivators. There were plenty of leaves, but the worms were destroyed by the weather. It is estimated that the growers have sustained a loss of something like \$100,000. All the fruit trees suffered terribly, and the harvest this year will be a very poor one. Already the price of vegetables has quadrupled.

CHIN-CHIN JOSS.

Viceroy Shun has been "chin-chinning" personally for the past three days, in order to get a cessation of the wet weather. But the rain came down worse than ever. It ceased yesterday for a time. The Viceroy has ordered guns to be fired four times daily to propitiate the joss, at 9 a.m., noon, 6 p.m. and midnight. The streets in Canton are now comparatively clear of water.

Intimations.

THE

ROBINSON PIANO

CO., LD.

NEW PIANOS.

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Kraus,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	9th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	10th "
GLASGOW and LIVERPOOL	"TYDEUS"	10th "
GLASGOW and LIVERPOOL	"RHEIPEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "
GLASGOW and LIVERPOOL	"AJAX"	31st "
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "

The S.S. "Hyson" and "Glaucus" left Singapore on the 5th inst. a.m., and should arrive here on the 9th, p.m.

The S.S. "Tydeus" left Singapore on the 5th inst. p.m., and should arrive here on the 10th, a.m.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
*GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
*GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	16th May.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"YANGTZE"	25th May.
PACIFIC COAST	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CALLAO (PERU)	"SHANTUNG"	8th May.
MANILA	"TEAN"	8th "
TSINGTAO, CHEFOO and NEWCHWANG	"KALGAN"	9th "
SHANGHAI	"YOHOW"	10th "
SHANGHAI	"KWANGSE"	11th "
CHEFOO and TIENSIN	"HUICHOW"	12th "
MANILA	"TAMING"	15th "
CEBU and ILOILO	"SUNGKIANG"	15th "
ZAMBOANGA, PORT DARWIN, WIN THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivaled table. A daily
qualified Surgeon is carried.* Taking Cargo on through Bills of Lading to all Yungtze and Northern China Ports.
* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th May, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.—Electric
Light.—Perfect Cuisine.—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 12th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th May, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"RAMSAY"	20th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 26th April, 1906.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.N.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 20th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.
All Meals can be supplied on board at \$1
each Meal.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG CO.,
Agents.

Hongkong, 17th April, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,300 Tons. Captain
"KWONG TUNG" 1,328 Tons. R. RAMSEY.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey \$4.
Meals \$1 each.ALSO
Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.
FARES:—1st Class single \$1 with cabin \$3.00;
return \$5.00.
2nd Class single \$1, return \$1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 8th May, 3 P.M.
SHANGHAI via SWATOW	"ESANG"	WEDNESDAY, 9th May, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 11th May, 4 P.M.
SHANGHAI	"HOPSANG"	FRIDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at daylight on
"ARABIA"	4,183	Metzenhuth	May 22nd.
"ARAGONIA"	4,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldtmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
Inter-States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"
Captain Koble, will be despatched as above, on
or about 12th May.
To be followed by
S.S. "BENALDER."
S.S. "BENMOHR."

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th April, 1906.

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH,"
3,435 Tons,
will be despatched for VLADIVOSTOCK
about the end of May.
To be followed by
S.S. "VINE BRANCH," 3,442 Tons.
For Freight, etc., apply toDODWELL & CO., LIMITED,
Agents.

Hongkong, 24th April, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and
Queenstand Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)
THE Steamship"EASTERN,"
Captain Powell, will be despatched for the above
Ports, on SATURDAY, the 2nd June, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1906.

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FROM RANGOON AND STRAITS.
THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., T. DAY, the 4th instant,
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th May, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the
6th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th May, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"DONGOLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND PORTS

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.Goods not cleared by the 7th instant will
be subject to rent.
No Fire Insurance will be effected.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.No claims will be recognized if not presented
within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 2nd May, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM CALCUTTA, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 7th instant will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 1st May, 1906.

THE LOST PROPHET.

A MEMORY OF THE APOTHEOSIS OF DOWIE.

"If a surplice and a college cap doesn't make
a woman good-looking, she's hopeless."The girl who said it had of course graduated
in beauty without the aid of academic robes.
She was American, and sat by my side in the
gallery of Shiloh Tabernacle, Zion City, while
John, Alexander Dowie was translated into
Elijah II.The stagecraft was superb: the central figure
a model for every actor-manager; but the
temptations so often associated with the stage
were absent. It was a Sunday in September,
1904. Special trains were being run from Chi-
cago to Zion: the apotheosis of Dowie had been
largely advertised. Zion is the most dreary
spot in Christendom. A vast, flat expanse;
wooden houses dotted here and there for no
apparent reason, looking almost indecently
naked in the total absence of protecting hedges
or walls, with great splashes of casual prairie
thrown in between: apologetic roads, deep
rutted, flanked by boarded footpaths, the whole,
incomplete and homeless, miscalled a city.
All steps turned to the Tabernacle. Here
and there were bands of "The Elect," the
inhabitants of Zion. Each wore crosswise over
the right shoulder and under the left arm a
cheap tricolor band—it was not even ribbon—
it looked to a man's untrained eye like narrow
lint, cheap and nasty.AN ABUNDANCE OF BAND.
As we neared the Tabernacle we heard be-
hind us the sound of abundance of band. We
looked round. Nero's triumphal entry into
Rome was nothing to it.A brass band came first, clad in Dowie's uni-
form: then a large, open landau, drawn by a
magnificent pair of black horses seated therein
Dowie. The chrysalis apostle in a top-hat and
dark overcoat, and Mrs. Dowie, who, according
to the latest reports, has how repudiated her
husband. There followed a band of Zion's
police, also in uniform, carrying banners.As the cavalcade came abreast of a crowd
of the elect, standing on the apologetic foot-
path, the band ceased, the procession paused,
Dowie rose to his feet in the carriage, took off
his top-hat, and "Peace be unto you" was
breathed towards us, and the elect, the tricolor
lint straining on their heaving breasts, shouted
back in Corymbant ecstasy, "Peace be unto
thee, O Elijah." The chrysalis replaced his
top-hat and the cavalcade moved on.The Tabernacle is all wood: it holds 7,000
people: at the east end is a great gallery for
the choir, sloping down to the big platform or
stage, on which the actor-manager was to play
his supreme farce. We obtained places in the
front row. As we waited—the hall was still
empty—we could catch glimpses through the
opposite windows of the hosts of Zion being
marshalled.

ENTER THE ELECT.

Suddenly the big doors at the west end
swung open. The band, standing just outside,
struck up the "Two Step," and the followers of
Dowie entered to do him honour. For forty
minutes they marched in, organised, relentless.
No confusion, no crushing, but every seat was
full. It was the breath of the wind on the
standing corn, bowing every blade to one master
will.First the choir, reading a double procession
up the broad twin gangways; in rows of four,
two girls in white surplices and college caps
flanked by two boys in surplices; a hundred
files in each aisle followed by us; but not even
the cap and the surplice could lend the charm
and grace of which fanaticism had robbed its
victims. But in Zion, perchance, the criterion
of beauty may be different. Salt Lake City
preaches the mountain tops of hope to the
plain.Then came two hundred men in surplices,
then the deacons, the lady elders, or the
elder ladies, clad in black gowns like Masters
of Arts, wearing the black mortar-board, and
after them the deacons, again in black gowns,
carrying their caps. List of all came the
"general public" of Zion, merely faithful and
undistinguished.There was a deadly silence—the eyes of
7,000 people were focussed on the stage.

THE BUTTERFLY EVANGELIST.

Suddenly—Dowie! the actor-manager—
weird and grotesque. No longer the chry-
salis with the top-hat and frock-coat, but a
somewhat portly butterfly-clad exactly
like the pictures of Aaron in the Sunday
picture-books of childhood. His long, white
hoard fell over a gorgeous white robe, and on
his head was a twisted turban. Dowie is
rather short and stout, his figure is not suited
to this Oriental extravaganza.Dowie said a few opening words; then
came a quaint, worldly touch, linking this
weird Israelitish figure reminiscent of the
Tabernacle and the forty years in the wilder-
ness with the latest developments of modern
science. He said: "There are many of the
faithful in various lands who desire some
memorial of this great day. I am going to
read a lesson from Scripture. While I do so,
please all keep as still as possible, for here"—
and he turned and pointed to a man with a
huge camera in the top corner of the choir
gallery—"is a photographer, who will take a
picture of you all." And so he did!After the lesson the sermon began. I had
looked for oratory as the secret of his power-
ful oratory. I was disappointed; he was just
a fluent tub-thumper, no more; the "spark of
the divine" was non-existent for him. He had
not forgotten his reception in England, and
snickered at the King while he preached.
Edward the Seventh, he said, "he calls himself
the Defender of the Faith; he's got no faith,
and he does not defend it." I nearly went out
but curiosity was stronger than loyalty.Then he went off into realms of the ordinary
human. He mentioned the names of many
apostles, told how the weakness of the Church
of to-day was due to the absence of the apostolic
spirit. What better but that that spirit should
become articulate again in one upon whom the
apostolic mantle had fallen. Dowie!

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "POLYNESIE".

Captain Broc, will be despatched for
MARSEILLES on TUESDAY, the 15th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONIE 29th May.
S.S. SALAZIE 12th June.
S.S. OCEANIE 26th June.
S.S. TOURANE 10th July.
S.S. TONKIN 24th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th May, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJII, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont..... 9,606 T. W. Garlick. 26th May

Dora..... 4,417 G. V. Williams. 3rd July

Shawmut..... 9,606 E. V. Roberts. 27th July

Tremont..... 9,606 T. W. Garlick. 22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 28th April, 1906.

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AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 22nd April, 1895.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADCORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$10,500,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0/9/10 } = \$28.87 for 2nd half-year 1905	5 %	{ \$860 London £90 \$38 }
National Bank of China, Limited	99,035	£7	£5	{ £12,735 \$150,000 }	\$74,099	\$2 (London 3/6) for 1905	—	—
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,855 }	\$211,540	\$20 for 1904	5 1/2 %	\$355 buyers
China Traders' Insurance Company, Limited	50,000	\$83.33	\$25	{ \$4,166,650 \$300,000 \$4,466,650 }	\$466,291	\$3.10 8 months ending 12/12/1905	4 1/2 %	1905 ex div. nom.
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 £100,000 £10,000 }	711,302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 50 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,500,000 \$1,111,111 \$1,388,889 }	\$272,271	Interim div. of 3/- for 1905	4 %	\$775 ex div.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$800,000 \$161,788 \$638,212 }	\$509,134	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$2,000,000 \$229,418 \$1,770,582 }	\$344,118	\$6 for 1904	7 %	\$186
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$2,000,000 \$187,611 \$1,812,389 }	\$422,618	\$25 for 1904	8 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$750,000 \$264,838 \$485,162 }	16,563	\$1 1/2 for 1905	8 %	\$19
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$100,000 \$900,000 }	Nil.	\$3 1/2 for year ended 30/9/1905	8 1/2 %	\$40
Hongkong, Canton & Macao Steamship Co., Ltd.	50,000	\$15	\$15	{ \$750,000 \$110,000 \$640,000 }	21,180	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$25
Indo-China Steam Navigation Company, Limited ..	60,000	£10	£10	{ £600,000 £399,999 £200,001 }	£4,433	\$2 1/2 @ 1/10 = \$6.25 for 1904	6 1/2 %	\$93
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 5,000,000 Tls. 400,000 Tls. 4,600,000 }	11,215,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Do. (Preference)	100,000	£1	£1	{ £100,000 £4,444 £95,556 }	107,815	Final Tls. 1 1/2 making Tls. 3 1/2 for 1905 ..	7 1/2 %	Tls. 50 buyers
Shanghai Transport and Trading Company, Limited ..	100,000	£1	£1	{ £100,000 £4,444 £95,556 }	107,815	1/2 (Coupon No. 6 for 1905	4 %	27/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$24,217 \$75,783 }	1929	{ \$1.50 } for year ending 30.9.1905	{ 4 1/2 % }	{ \$33 \$23 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 500,000 Tls. 350,479 Tls. 149,521 }	13,913	Final of Tls. 2 making Tls. 4 for 1905	10 %	Tls. 40 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £800,000 £26,011 £73,989 }	£13,355	{ 1/2 (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 b. ex div.
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none G. \$18,110 G. \$918,890 }	G. \$99,050	Final of 50 cents making G. \$1 for 1905 ..	6 1/2 %	G. \$16
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £400,000 £4,873 £395,127 }	£8,745	No. 12 of 1/- = 48 cents	—	\$3 sales
DOCKS, WHARVES & GODOWNS.								
Fairbank (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 5,520,000 Tls. 70,000 Tls. 5,450,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 119
Fenwick (Geo.) & Co., Limited	18,000	Tls. 25	Tls. 25	{ Tls. 450,000 Tls. 160,000 Tls. 290,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	{ \$500,000 \$160,000 \$340,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$105
Long and Whampoa Dock Company, Ltd.	10,000	£10	£50	{ \$100,000 \$49,500 \$50,500 }	\$362,232	\$5 for second half-year making \$12 for 1905 ..	7 1/2 %	\$164
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$500,000 \$38,000 \$462,000 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,200,000 Tls. 487,210 Tls. 2,712,790 }	Tls. 57,615	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 nom.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 30,000 Tls. 220,000 }	Tls. 5,668	Tls. 13 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none Tls. 52,516 Tls. 2,447,484 }	19,028	First year	8 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	£25	£25	{ £250,000 £15,516 £234,484 }	19,028	\$2 1/2 for year ended 30.6.1905	13 %	\$32 sellers
Central Stores, Limited	24,000	£1	£1	{ none £15,516 £8,484 }	14,719	{ £2 on \$7 1/2 for 1905	—	\$181
Do. (new issue)	24,000	£1	£1	{ none £15,516 £8,484 }	14,719	None	7 1/2 %	\$154 buyers
Do. (Founders)	123	\$15	\$15	{ £1,845 \$15,516 \$1,845 }	14,719	None	7 1/2 %	\$300 buyers
Hongkong Hotel Company, Limited	12,000	£50	£50	{ \$648,975 \$24,071 \$625,000 }	1619	\$5 for second half-year making \$10 for 1905 ..	7 1/2 %	\$131
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ £1,000,000 £250,000 £750,000 }	167,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$119 buyers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ Tls. 250,000 Tls. 24,986 Tls. 225,014 }	Tls. 2,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	7,000	£100	£100	{ £700,000 £46,699 £653,301 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Imperial Estate & Finance Company, Limited	10,000	£10	£10	{ £100,000 £28,886 £71,114 }	\$5,070	85 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	1,000	£50	£50	{ £50,000 £50,000 £0 }	\$574	\$2 1/2 for 1905	4 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 600,000 Tls. 170,000 Tls. 430,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sales
West Point Building Company, Limited	12,500	£50	£50	{ £625,000 £170,000 £455,000 }	\$772	Final of \$1.50 making \$3.00 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 45,939 Tls. 704,061 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	{ \$1,750,000 Tls. 30,000 Tls. 1,720,000 }	\$23,264	\$1 for the year ending 31/7/05	6 1/2 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 100,000 Tls. 650,000 }	Tls. 18,718	3 % w/c 1898	—	Tls. 67 1/2 sales
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 18,718 Tls. 781,282 }	Tls. 30,760	Tls. 8 for 1905	11 %	Tls. 72 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 3,500,000 Tls. 18,416 Tls. 3,481,584 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 320 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £1314 £1,770 }	\$1,066	\$7 for 1905	7 %	\$100
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1314 \$9,700 \$11,097 }	11,097	1/3 per share for 1904	9 1/2 %	\$13
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$11,097 \$11,097 }	11,097	\$1 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$11,097 \$11,097 }	11,097	\$1 for 1905	9 1/2 %	\$7
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 189 Tls. 49,811 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905 ..	12 1/2 %	Tls. 80 buyers
China Light and Power Company, Limited	10,000	£10	£10	{ £100,000 £1,219 £98,781 }	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ £100,000 £1,219 £98,781 }	\$1,219	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 \$385,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$500,000 \$1,000,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$29 1/2
Hall & Holtz, Limited	21,000	\$20	\$70	{ \$210,000 \$186,000 \$24,000 }	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$22 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none £1314 £1,770 }	\$2,568	{ \$1.00 } for 10 months ending 28.2.06 ..	7 1/2 %	\$16 ex div.
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ £60,000 \$2,796 \$57,204 }	\$2,796	\$15 for year ending 31.1.1904	6 1/2 %	\$23 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £120,000 \$3,776 \$116,224 }	\$3,776	\$2 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ £500,000 \$1,811 \$498,189 }	\$1,811	\$2 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ £150,000 \$2,500 \$147,500 }	\$2,500	Final of 50 cents making \$1 for the year ..	10 1/2 %	\$9 1/2 sellers
Maatschappij tot Exploitatie van Landbouwerij op de Looijpolder, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 Tls. 519,897 }	Tls. 10,374	first interim of Tls. 7 1/2 paid 15.3.06 account 1906	8 1/2 %	Tls. 240 buyers
Philippine Company, Limited	7,500	\$10	\$10	{ none Dr. P. 34,324 Tls. 11,017 }	Dr. P. 34,324	None	—	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,000 Tls. 120,000 }	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } Tls. 8 1/2 1905	6 1/2 %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 270,000 Tls. 37,000 Tls. 233,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 8,000 Tls. 442,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 24,820 Tls. 575,180 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 1/2 %	Tls. 68 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ £144,000 Tls. 190,000 £14,000 }	Tls. 85,592	Final of 37/6 making 52/6 for 1905.6	—	Tls. 450
South China Morning Post, Limited	6,000	\$25	\$25	{ none Dr. \$44,089 Tls. 11,134 }	Dr. \$44,089	First year	—	\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none Tls. 15,295 Tls. 4,000 }	Tls. 1,012	None	8 1/2 %	\$6
Watson's Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	{ Tls. 300,000 Tls. 15,295 Tls. 284,705 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ £90,000 £10 £80,000 }	\$551	{ 80 cents } for year ended 31.5.1905	{ 9 1/2 % }	{ \$9 \$180 }
Do. (Founders)	100	\$10	\$10	{ £100,000 £10 £90,000 }	\$551	Interim of 50 cents for 1905	7 1/2 %	\$13 1/2
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	{ £500,000 £25,000 £475,000 }	\$6,056	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$19 1/2
William Powell, Limited	15,000	\$10	\$10	{ £150,000 £4,500 £145,500 }	1676	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$19 1/2
DIVIDENDS PAYABLE.								
						Hongkong Electric Co., Ltd.	\$1	13th May
						do., do. (new shares)	6 1/2 cts.	do.
						A. S. Watson & Co.	50 cts.	do.